

Message Text

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51

ACTION EUR-25

INFO OCT-01 ISO-00 EURE-00 EB-11 COME-00 ACDA-19 IO-14

FAA-00 CAB-09 PRS-01 CIAE-00 INR-10 NSAE-00 RSC-01

PM-07 NSC-10 SPC-03 SS-20 INRE-00 SSO-00 NSCE-00 L-03

OMB-01 TRSE-00 DRC-01 /136 W
----- 111683

O P 121442Z DEC 73

FM AMEMBASSY BONN

TO SECSTATE WASHDC IMMEDIATE 9228

INFO CINCUSAFE RAMSTEIN IMMEDIATE

MAC SCOTT AFB ILL/LG IMMEDIATE

A/CSAF WASHDC IMMEDIATE

A/CINCEUR VAIHINGEN IMMEDIATE

21 AF MCGUIRE AFB NJ IMMEDIATE

322TAW RHEIN MAIN AF IMMEDIATE

435 MASW RHEIN MAIN AB IMMEDIATE

OL K MCGUIRE AFB JN IMMEDIATE

USMISSION BERLIN PRIORITY

C O N F I D E N T I A L BONN 17873

E.O. 11652: GDS

TAGS: MARR, ETRN, GW, US

SUBJECT: MILITARY FUEL SALES AT RHEIN/MAIN TO PAA

1. SUMMARY. PAA HAS FORMALLY REQUESTED USAFE TO PROVIDE SUFFICIENT MILITARY FUEL TO COVER ALL PAA MAC CHARTER OPERATIONS IN ORDER TO FREE UP COMMERCIAL FUEL FOR POSSIBLE USE ON IGS. AT USAFE REQUEST EMBASSY HAS BRIEFED LOGISTICS OFFICERS ON IGS, STRESSING THE HIGH POLITICAL PRIORITY ALLIES AND FRG ATTACH TO MAINTAINING BERLIN SERVICES AS NEAR TO PRESENT LEVELS AS POSSIBLE. USAFE HAS INFORMED PAA IT IS WILLING TO PROVIDE MILITARY FUEL FOR MAC PURPOSES ONLY IN AMOUNT SUFFICIENT TO COVER 25 PERCENT CUTBACK IN COMMERCIAL DELIVERIES AT FRANKFURT. END SUMMARY

2. SEVERAL WEEKS AGO, PAA, BERLIN, INFORMED THE EMBASSY THAT IT
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WAS CONSIDERING REQUESTING USAFE AUTHORITIES AT RHEIN/MAIN TO MEET

PAA FUEL REQUIREMENTS FOR MAC CHARTER OPERATIONS WHOLLY FROM MILITARY STOCKS IN ORDER TO FREE COMMERCIAL FUEL FOR IGS USE. WE HAVE NOW RECEIVED AN INFO COPY OF A CINCUSAFE TELEGRAM TO USCINCEUR QUOTING A MESSAGE FROM PAA NEW YORK AS FOLLOWS: QUOTE PAA MAC CHARTER OPERATIONS 28.6 PERCENT GREATER IN DECEMBER 1973 THAN IN DECEMBER 1972. PER TELECON GERMANY IS ONE OF AREAS HARDEST HIT AND 25 PERCENT FUEL REDUCTION WAS IMPOSED EFFECTIVE NOVEMBER 19. PROBLEM IS FURTHER COMPLICATED BY FOUR POWER REQUIREMENT TO MAINTAIN THE BERLIN FLIGHTS. IT IS THEREFORE REQUIRED THAT EFFECTIVE IMMEDIATELY ALL MAC CHARTER MISSIONS FROM GERMANY MUST USE MILITARY FUEL. UNQUOTE.

3. WE UNDERSTAND THAT USAFE HAS ALREADY DECIDED, OR IS GIVING SERIOUS CONSIDERATION TO SELLING MILITARY FUEL TO MAC CARRIERS TO MAKE UP FOR A 25 PERCENT REDUCTION IN COMMERCIAL FUEL DELIVERIES AT RHEIN/MAIN. USAFE LOGISTICS PLANNING OFFICERS REQUESTED EMBASSY VIEWS REGARDING PAA'S IGS OBLIGATIONS, PRESUMABLY IN ORDER TO EVALUATE THE IMPORTANCE OF PAA'S IGS COMMITMENT AND ITS RELATIONSHIP TO THE REQUEST FOR ACCESS TO ADDITIONAL MILITARY FUEL. WE HAVE BRIEFED USAFE OFFICERS INFORMALLY ON BACKGROUND OF THE IGS, POINTING OUT THAT THE ALLIES AND THE FRG HAVE LONG HELD THAT THE MAINTENANCE OF A HIGH LEVEL OF COMMERCIAL AVIATION SERVICE THROUGH THE CORRIDORS IS AN INDISPENSABLE ELEMENT IN THE CONTINUING VIABILITY OF BERLIN AND THE EXERCISE OF THREE-POWER ACCESS RIGHTS. WE HAVE FURTHER INDICATED THAT THE EMBASSY TOGETHER WITH THE UK, FRENCH AND FRG AUTHORITIES ARE CONSULTING ON WHAT LEVEL OF IGS TRAFFIC COULD BE CONSIDERED ADEQUATE UNDER PREVAILING CIRCUMSTANCES AND THAT WE ALSO EXPECT TO ARRIVE AT A COORDINATED ALLIED APPROACH TO SEEK A PRIORITY ALLOCATION OF FUEL TO THE IGS FROM FRG SOURCES. NONETHELESS, THE EMBASSY WOULD NOT PRECLUDE THE EVENTUAL DESIRABILITY OF UTILIZING US MILITARY FUEL IN A SITUATION WHERE GERMAN SOURCES PROVED INADEQUATE TO MAINTAIN IGS LEVELS AT A POLITICALLY SATISFACTORY LEVEL.

4. WE HAVE NOW RECEIVED INFO COPIES OF TWO TELEGRAMS FROM CCUSAFE RAMSTEIN INCLUDING THE FOLLOWING STATEMENTS: QUOTE THE EMBASSY HAS INFORMALLY STATED THAT THEY DO NOT AGREE WITH THE PAA CONTENTION THAT COMMERCIAL FUEL MUST BE CONSERVED FOR USE FOR THE BERLIN FLIGHTS, NOR DOES THE EMBASSY CONCUR THAT UNDER THE CIRCUMSTANCES THERE IS A REQUIREMENT TO CONTINUE CORRIDOR FLIGHTS AT PRESENT

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FREQUENCY. UNQUOTE. IN A SECOND TELEGRAM RAMSTEIN REPORTS THAT PAA HAS BEEN ADVISED THAT UNTIL AN AD HOC ARRANGEMENT IS MADE WITH THE FRANKFURT AIRPORT COMPANY (FAG), IT MUST CONTINUE TO PURCHASE FUEL FROM COMMERCIAL SOURCES. WHEN AN EXCEPTION TO THE EXISTING AGREEMENT HAS BEEN FINALIZED MILITARY FUEL WILL BE FURNISHED ONLY TO COVER PAA'S SHORTFALL NOT TO EXCEED 25 PERCENT OF THEIR MAC MISSIONS.

5. THE ABOVE DOES NOT FULLY REFLECT THE EMBASSY POSITION WHICH ASSIGNS A VERY HIGH PRIORITY TO THE IGS. WE RECOGNIZE THAT THE FAG COULD WELL TAKE THE POSITION THAT THE PROVISION OF THE AGREEMENT ON MAC CHARTER OPERATIONS AT RHEIN/MAIN PROVIDING FOR THE SALE OF MILITARY FUEL ON AN AD HOC BASIS DOES NOT COVER PAA'S REQUEST THAT ITS ENTIRE MAC REQUIREMENTS BE MET FROM MILITARY SOURCES -- PARTICULARLY SINCE COMMERCIAL FUEL, ALBEIT IN REDUCED QUANTITIES, IS STILL AVAILABLE AT FRANKFURT. SEEKING TO OBTAIN AGREEMENT ON PAA'S REQUEST COULD COMPLICATE USAFE'S EFFORTS TO ARRANGE FOR THE SALE OF MILITARY FUEL TO COMPENSATE FOR MAC COMMERCIAL SHORTFALLS. NONETHELESS, WE BELIEVE THE FRG'S OVERRIDING POLITICAL INTEREST IN THE IGS COULD OVERCOME THIS PROBLEM IF IT BECAME NECESSARY.

6. COMMENT: ON BALANCE WE TEND TO THINK THAT THE SALE OF MILITARY FUEL TO PAA OVER AND ABOVE THAT WHICH MIGHT BE MADE AVAILABLE TO OTHER MAC CARRIERS DURING THE MONTH OF DECEMBER COULD WELL BE PREMATURE. SINCE WE EXPECT THE FRG TO BEAR THE MAJOR BURDEN IN ALLOCATING SUFFICIENT FUEL TO ENSURE AN ADEQUATE LEVEL OF IGS TRAFFIC, IT APPEARS TO US UNWISE TO SIGNAL THIS EARLY IN THE GAME THAT US MILITARY STOCKS MIGHT BE READILY AVAILABLE FOR THE PURPOSE. WE THINK IT WORTHWHILE, HOWEVER, TO KEEP OUR OPTIONS OPEN ON THE POSSIBLE USE OF MILITARY FUEL BY PAA FOR AT LEAST ITS MAC OPERATIONS AT A LATER DATE SHOULD FUEL SHORTAGES IN THE FRG REACH A POINT CRITICAL ENOUGH TO SERIOUSLY THREATEN IGS VIABILITY.
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